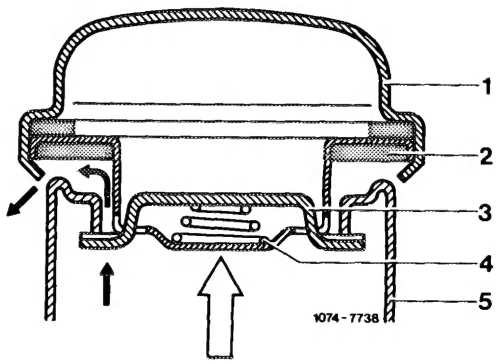
A. All models

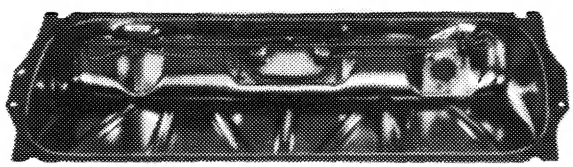
Closing cap

At a gauge pressure of 100–300 mbar the fuel evaporation vapors can escape via closing cap.



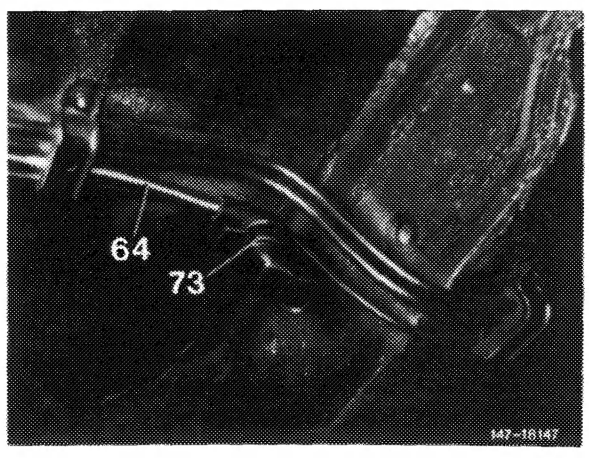
B. Model 116

A venting system, comprising lines and a collecting tray, is installed in fuel tank for positive and negative venting of tank.

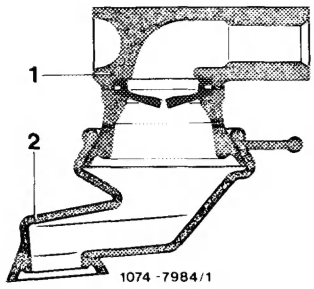


147-13628

The fuel vapors are escaping through vent line (64) and vent sleeve (73) into the atmosphere. Outlet of vent line is at the left on frame floor in front of rear axle suspension.



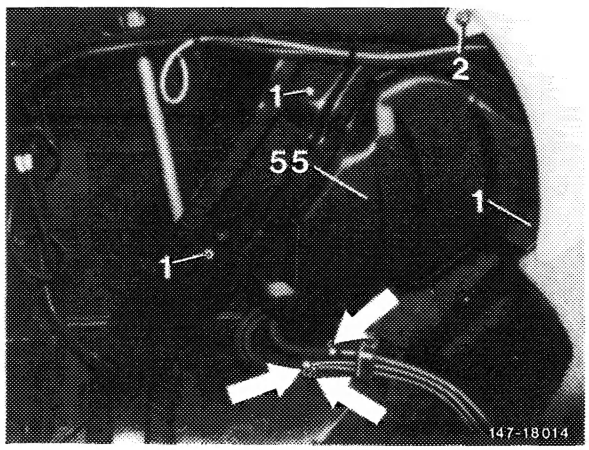
A diaphragm in vent sleeve increases pressure in fuel tank by approx. 10 mbar.



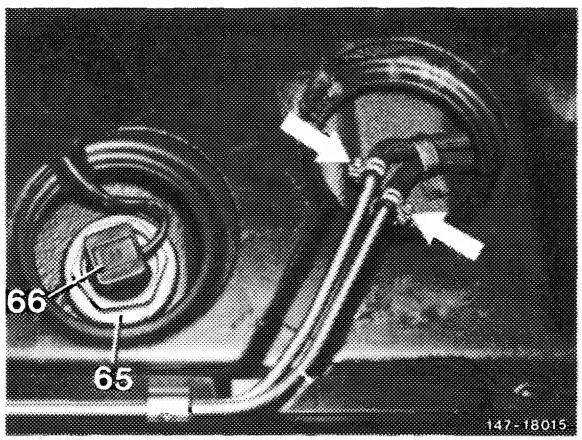
Vent sleeve with diaphragm

C. Model 123 T-sedan

An expansion tank (55) for positive and negative venting of fuel tank is located in rear lefthand fender.

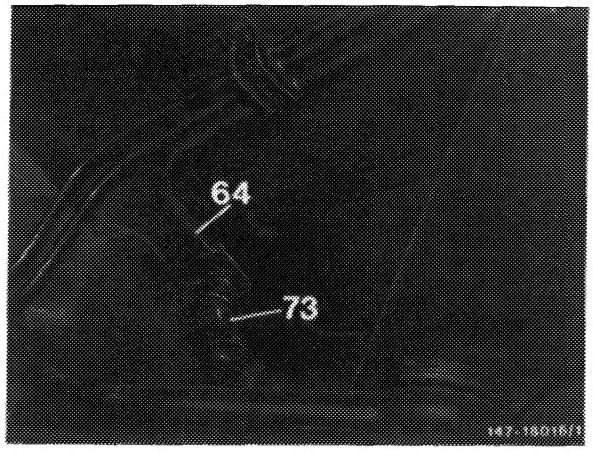


The expansion tank is provided with two connecting lines (arrows) entering the fuel tank and a vent line (64).



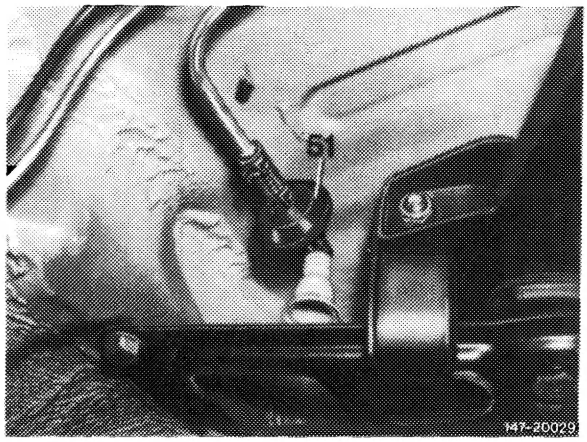
The fuel vapors are escaping through vent line (64) and vent sleeve (73) into the atmosphere.

The vent line outlet is at the right on frame floor in front of rear axle suspension.



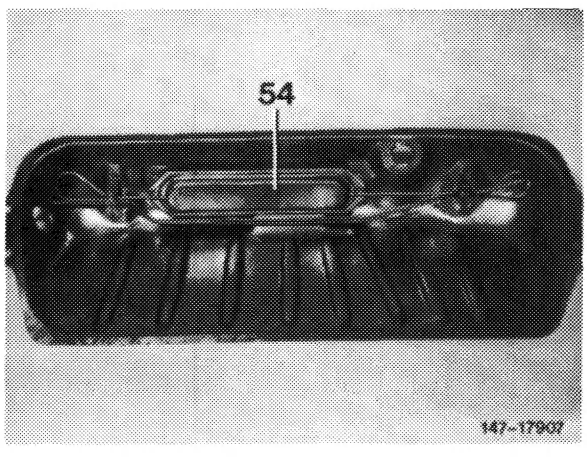
(USA) starting 1981

The vent valve (51) is located at end of vent line (64). The vent valve (51) opens at a gage pressure of 30–50 mbar and a vacuum of 1–16 mbar in fuel tank.



D. Model 126 (USA) starting 1981, (J) starting 1982

On model 126 the vent system consists of the respective lines and a collecting tray (54) in fuel tank.



The fuel vapors are escaping through vent line (64) and vent valve (51) to a single sleeve (arrow) at left-hand rear vehicle side above supporting plate of rear axle.

The vent valve (51) opens at a gauge pressure of 30–50 mbar and a vacuum of 1–16 mbar in fuel tank.